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of the roles which the state and private enterprise play and should play is admirably done. His analysis of the advantages and disadvantages of the different régimes of operation, at work in a number of countries, brings to one information and suggestion. In the United States, as well as in Great Britain, the supervision or control has been through a governmental process which is more distinctly judicial than administrative. The supervision in Great Britain was, according to the act of 1854, left in the hands of the Court of Common Pleas. The change, by the act of 1873, to a commission did not in reality make the commission an administrative body; and the Railway and Canal Commission as created by the act of 1888 was more specifically given the powers and dignity of a judicial body. The Interstate Commerce Commission has from its beginning been in large part a court, not an administrative body in its truest sense. It has been after the general idea of the British commission. The supervision of private operation in France has, on the other hand, been distinctly that of the administrative type. Through the ministry of public works the administrative law and machinery have in France, as in Germany and other continental countries, been fully formulated. A point worthy of most consideration is that the judicial supervision allows great elasticity—a thing which transportation fundamentally needs; administrative supervision has been much more inelastic and nonadjustable to traffic and industrial conditions.

In a chapter which is essentially from the point of view of France, Colson considers the state's financial association with the companies. The reasons which made this association in France most vitally close and the results which have come from it are given with clearness.

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Geschichte der deutschen Eisenbahnpolitik. By EDWIN KECH.
(Leipzig: G. J. Göschen'sche Verlagshandlung. 1911. Pp. 143. 0.80 m.)

The object in publishing the group of little books embraced in the *Sammlung Göschen* is stated to be a clear, intelligible, and comprehensive discussion of scientific and technical questions. Certainly the tiny *Geschichte* is an achievement in this direction. It concisely sets forth an excellent account of the development of rail-

way policy in the several German states, together with an admirable statement of the general bases for different railway policies. The main sections are: theory of railway policy, the beginning of railways in Germany, the Prussian railway policy to the beginning of government ownership of private lines, the railway policy of the central states, the imperial railway problem, the accomplishment of a government railway system in Prussia.

Dr. Kech tells us that in some ways railway development in Germany has reached its end: the main routes are occupied; the principle of public administrative control is established. But one great question remains, viz., to what extent will imperial centralization be carried? To what extent will the several states retain control? Taking a bird's-eye view, the volume is a sketch of what is made to appear as a struggle for imperial unification. With some local variations in the various states, the general course of development has been: first, private initiative and ownership, sometimes aided by government, and a mixed system of government and private lines; finally, with some reverses, the all but complete establishment of government control. The author is strongly convinced that a centralized imperial administration of railways is best. He sketches the attempts made to attain this goal: in 1846 the "union of German railway officers" was formed, and effected some little unity of policy in technical and traffic matters; then came the failure of Prince Chlodwig Hohenlohe's scheme for a railway union; the Imperial Constitution formed a sort of economic program which exerted some indirect influence, and in 1875 an imperial railway bureau was established; but all attempts to effectuate central control of rates, etc. failed because of the jealousy of the states and private lines; and Bismarck's imperial railway project finally came to naught in 1876. The volume closes with an account of Prussia's later policy.

Dr. Kech lays emphasis on List's activities; and also points out the influence of the Free Trade party about 1859.

Though, obviously, the author is strongly prepossessed in favor of centralization, he has succeeded in giving us an admirably clear and accurate sketch of developments in his field.

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